



Every five years, Metropolitan Planning Organizations (MPOs) are required to update their long-range transportation plan. CAMPO is working on the **2045 Transportation Plan**, which will contain plans and studies for a **variety of transportation modes**, and **focus on improving transportation** in the region leading up to the year 2045. The plans and studies outlined in this brochure will inform the long-range plan on existing transportation options, future need, and opportunities for improvement within the six-county region.



CAMPO Mission: As the regional transportation planning organization encompassing Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties, CAMPO is committed to improving mobility-- and ultimately quality of life-- within the six-county region and ensuring the benefits of the transportation system are distributed fairly across all demographics throughout rural, urban, and suburban areas.



REGIONAL ARTERIALS PLAN

WHAT

Documents a regional well-connected road network that includes FM roads, state and U.S. highways, and other large corridors, and highlights routes other than interstates for cross-regional travel.

WHERE

The entire CAMPO six-county region.



WHY

A comprehensive arterial network enhances mobility by providing direct routes between destinations and a local alternative to roads otherwise intended for long distance travel, such as I-35.

REGIONAL ACTIVE TRANSPORTATION PLAN

WHAT

A comprehensive plan for future regional active transportation network, including sidewalks, bike lanes, and trails.

WHY

A robust and safe active transportation network provides additional ways to get around and complements traveling by transit, carpooling, ridesharing, and other modes. Active transportation is also open to a wide variety of ages, abilities, and income levels.



WHERE

The entire CAMPO six-county region.

REGIONAL TRANSIT PLAN

WHAT

The Regional Transit Plan will take a closer look at the public transportation options offered in CAMPO's region, closely considering current travel patterns and future growth.

WHERE

Everywhere in the CAMPO six-county region that is not in Capital Metro's service area.

WHY

Documenting current areas that are served, and not served, by transit and comparing it with growth patterns in the region will help determine where transit improvements should be prioritized in an effort to create a more robust, regional transit network.



For more details on the plans and studies listed above, please visit www.campotexas.org or call **512.215.8225**

TRANSPORTATION DEMAND MANAGEMENT PLAN

WHAT

In partnership with Movability Austin, the Transportation Demand Management (TDM) Plan will outline initiatives to reduce single occupancy vehicle travel, especially during peak travel times.

WHERE

The entire CAMPO six-county region.

WHY

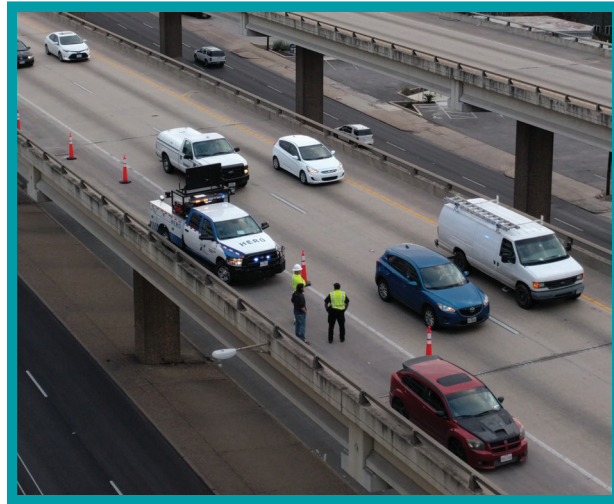
Taking even one car off the road during peak travel hours, when there is the most congestion, makes a difference. TDM strategies help to reduce the number of single occupancy vehicles, which can lessen road congestion for everyone.



REGIONAL INCIDENT MANAGEMENT STUDY

WHAT

The Regional Incident Management Study prescribes ways to efficiently clear wrecks and incidents to reopen traffic lanes as quickly as possible. The study also outlines coordination between local jurisdictions and first responders and recommends coordination strategies, as well as technology options that can be used to notify travelers of delays and alternate routes.



WHERE

The entire CAMPO six-county region.

WHY

Crashes and stalled vehicles are huge contributors to traffic congestion in the CAMPO region.

As a regional organization, CAMPO collaborates with local governments to complete important plans and studies with a smaller focus including:

- > Georgetown Williams Drive Study
- > FM 150/Yarrington Road Study
- > Luling Transportation Study
- > San Marcos Subregional Study



